DUAL OXYGEN SYSTEM

Status of this system is that the airplane portion has been completed, tested and is now in production for Del Rio's five new ships. The seat pack portion has been engineered and a configuration agreed to with Hdqtrs. personnel. Work is now proceeding on the prototype valve for the pack.

The attached drawing Q-270 shows the existing Del Rio dual aircraft system and the seat pack arrangement now in prototype stage. The description of the aircraft dual system as used in the pilot's Flight Handbook, is reproduced here for reference.

OXYGEN SYSTEM:

The airplane oxygen system has been revised to give added safety features. Lines from the bottles to the cockpit now run along both sides of the equipment bay. In case of line failure or blockage, one or two bottles are still available to the pilot. These lines are teed together in the cockpit prior to entering the new oxygen panel.

The new oxygen panel located on the left hand side of the cockpit includes two pressure reducers, two pressure switches and a low pressure gage. Two new warning lights are located on the left hand forward panel adjacent to the high pressure gage.

Pressure settings of the new units are as follows:

Primary reducer	82 psi	2 psi
Secondary reducer	68 psi	2 psi
Primary light switch	72 psi	2 psi
Low pressure light switch	60 psi	2 psi

Operation of the system is as follows:

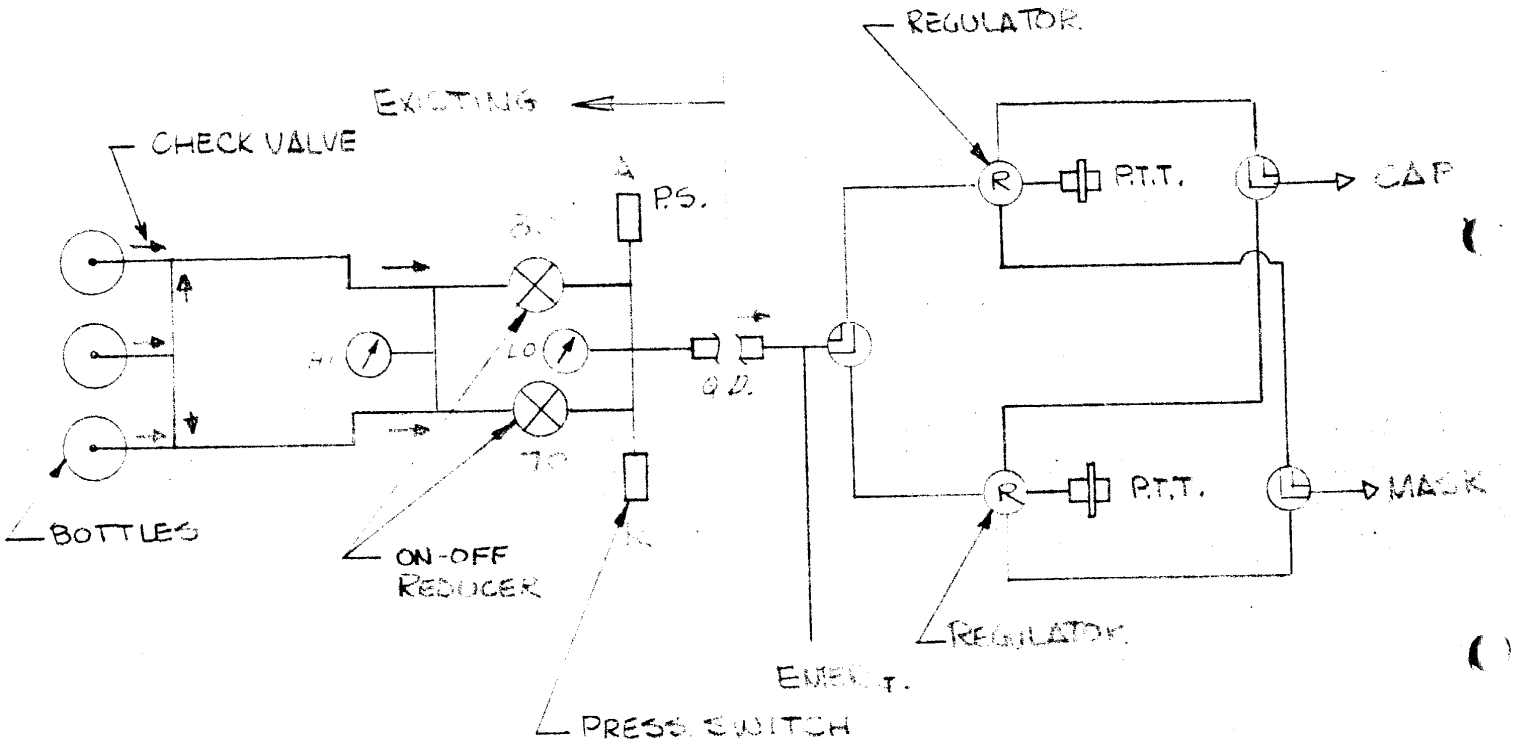
A. Both reducer valves are normally turned on. The low pressure gage should read approximately 80 psi and both lights should be off.

B. Normal breathing momentarily reduces the low pressure gage reading 1 to 3 psi and lights remain off.

C. If the primary system fails in a manner which shuts off flow, the amber light comes on and the low pressure gage goes to approximately 70 psi. (This may be checked by shutting off the primary reducer and bleeding off pressure). If this happens in flight, the primary reducer should be turned off.

D. If, while operating on secondary reducer, it fails, the red warning light will come on as pressure drops below 60 psi. The primary reducer should be turned back on at once. If both lights don't go out and pressure returns to 80 psi, pull the green apple and descent to a safe altitude.

E. If both reducers are on, both lights come on and the low pressure gage reads below 60 psi, pull the green apple and descend to a safe altitude.



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